

NOVEMBER 2020

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE
NATIONAL *Falcon*
NEWS



1964 Falcon
Brian Michaelis
Omaha, Nebraska

ON THE COVER

Brian Michaelis (FCA #16384) wasn't looking for a Falcon, but the price was right and it looked too good to pass up. He needed a daily driver and it fit the profile. It needed a bit of work, and maybe a bit more than he bargained for, but it served his needs. A few years later, Brian moved from California to Nebraska and his dream car began to come to life. With a little help from his friends, they transformed this 1964 Falcon into a fine looking show car. Be sure to check out the photos and the details of this great Falcon.

INDEX OF ADVERTISERS

Classified Advertising	20
J. C. Taylor Antique Auto Insurance, PA	19
Kellogg's Garage, Loveland, CO	23
Mac's Antique Auto Parts, NY	7
Melvin's Classic Ford Parts, GA	23
Obsolete Ford, Nashville, GA	23
Obsolete and Classic Auto Parts, OKC	18
Rhino Fabrication, Bend, OR	23
Shine! On Me, CA	23
Treadwell Carburetor, Treadwell, NY	23



THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

IN THIS ISSUE

- 3 Calendar of Events**
- 3 President's Message**
- 4 Chapter News**
- 6 Assault From Your Battery** By John Park
- 8 57 Years Later** By Dale Daugherty
- 9 Filming of a Falcon Ad**
- 10 Over and Over Again**
By Eddie Chitwood
- 11 Allstate Ad**
- 12 Brian Michaelis' 1964 Falcon**
- 14 '69 Falcon: The small car with big-car ride and comfort**
- 20 Classified Ads**
- 23 Advertising**
- 24 2021 Falcon Nationals**



8



10



12



16

CALENDAR OF EVENTS



July 7-10, 2021

**2021 Falcon Nationals
Irving, Texas**

Hosted by Heart of Texas Chapter

August 20-21, 2021

**Northeast Regional Meet
Warwick, Rhode Island**

Hosted by Northeast Chapter

October 2021

**Pacific Regional
Sacramento, California**
Hosted by River City Chapter

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

**To access the online magazine,
technical articles, and
membership directory, use
password FCA1979!**



**Jim Guthrie
FCA President**

PRESIDENT'S MESSAGE

IMPORTANT INFORMATION

For the past several years, the costs of printing and mailing The National Falcon News, hereafter referred to as the magazine, have increased dramatically. At the same time, revenue from advertising and membership has declined. In July 2019, we reported that the budget had been balanced by using more than \$28,000 from our reserves. This deficit was largely due to those magazine cost increases. Last year the Board of Directors began a process of reducing those costs by reducing the size and weight of the magazine. Eight pages were eliminated as well as the four page mailing cover. While these actions would have saved several thousands of dollars, once again the cost of postage, printing and materials increased. Unfortunately we ended the year on June 30, 2020 with an approximate \$29,000 deficit.

While this shortage was again covered by our reserve funds, and the club remains financially sound, this cannot continue. There is little doubt that increases in postal rates and publishing cost will continue indefinitely and will continue to consume the major portion of our revenue.

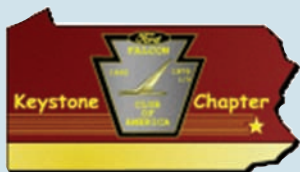
As a result, the Board of Directors has decided to end the printed magazine as of the December issue. Beginning on January 1, 2021, the magazine will be online only. Members will be notified each month by e-mail of availability and given a link. Members will have the ability to download all or portions of the magazine or view it online. No password will be required unless you view it from the FCA website at falconclub.com.

In addition to the cost savings, this action will allow the increase in the number of pages and availability to all members at the same time. The time required to get the magazine to you will be shortened making all information more timely.

This is an opportunity to restore highly desired features to our magazine. I hope you will continue to join our Editor in providing material from your experiences and your chapter activities. More information will be provided in the next issue.

—Jim (FCA #12897)
e-mail: guthriejasr@gmail.com
Phone: 816-288-7469

CHAPTER NEWS



DRAGFEST 2020 Lebanon, Pennsylvania

Dragfest 2020 was a drag racing themed indoor car show held at the Lebanon Valley Expo Center January 11-12, 2020 in Lebanon, Pennsylvania. Over 150 cars were on display, which included seven Falcons and three of those were Sedan Deliveries.

—Jerry Kratz (FCA#2692)
North Wales, Pennsylvania

From *The Falcon Key*, Newsletter of FCA's Keystone Chapter





2020 captured in one photo



—Mary Ellen Molski (FCA#14193)
Kensington, Connecticut

FCA's Northeast Chapter Newsletter

A little Nebraska get-together

—Erik Dickes photo

FCA's Beef State Chapter Facebook Page



ASSAULT FROM YOUR BATTERY

BY JOHN PARK

The battery tray in older, classic cars is often “out of sight, out of mind” since all you see is the top of the battery sitting in the front corner of the engine bay. I took the battery tray for granted until I had to change out the battery on my 1965 Falcon Ranchero.

The first thing I noticed was that there was no clamp holding the battery down, only the weight of the battery itself and the battery cables attached to the terminals. Not a very safe situation if you take a hard bump or hit a pot hole or take a corner pretty hard, you might have the battery start battering the inside of the hood or knocking into the side of the inner fender wall or ram itself into the radiator support in a panic stop. The battery tray itself was heavily corroded and had the appearance of Swiss cheese. Years of overfilled or leaking caps and off-gassing of sulfuric acid from old fashioned non-sealed batteries created a perfect corrosive environment that ate away at the battery tray metal.



Battery just being held down by its own weight

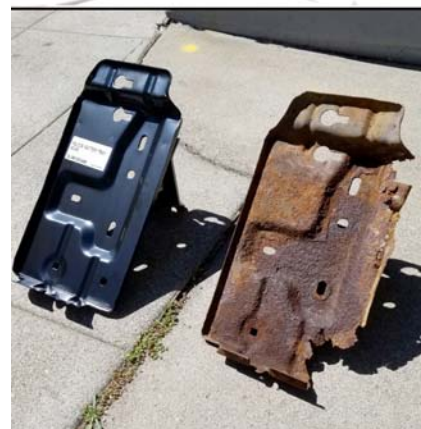
Reproduction battery trays and clamps can be purchased from the usual Ford classic car vendors. I ordered the reproduction battery tray kit with lower bracket and corresponding clamp and hardware for a 1965 Ford Falcon Ranchero but noticed something odd with the clamp provided. This particular clamp is for a group 22F battery that has a lip molded near the bottom of its case which allows the battery to be clamped directly to the tray on the radiator side. The battery I had is a group 24F with no corresponding lip. So not wanting to be limited to only one class of battery I decided that I wanted the conventional battery hold down with the clamp that fits across the top of the battery which is then held down with J-hooks and nuts.



The battery clamp for a group 22F



Top mounted battery clamp, mounting hardware, J-hooks, and battery hold down adapter, far right.



Battery tray as found, note two-part epoxy patch in upper left corner. Reproduction tray is an exact copy of the original.

After searching around, I found a battery hold down adapter from NPD. It had the proper bends and angles that allowed it to fit under the reproduction battery tray. Despite the corrosion, I was able to remove all the tray nuts and bolts holding it down using penetrating oil. I discovered a 1" hole in the inner fender apron that had been worn through by the corner of the battery. This was patched using two-part "liquid" steel epoxy and a quick spray of black barbecue grill paint. I wasn't too concerned about the repair's rough appearance; it would be hidden behind the battery and could not be seen from above.

New battery tray nuts and bolts completed the installation. I cut a piece of rubber gasket material to fit in the tray to act as a dielectric mat and to help protect the battery tray from future assaults.



New battery tray and hold down clamp.

This was a good weekend afternoon project. While not concourse correct for 1965, the conventional battery clamp and J-bolts gets the job done and secures the battery at two points rather than only one. The battery tray has an important role to play. It gives your battery a stable platform and secures it from excessive movement. Don't take the battery tray for granted. Check it out to make sure the battery isn't eating holes in its own bottom.

—John Park (FCA #16329)
Alameda, California

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The original photo shows me at nine years old in June 1963 proudly standing by my Mom and Dad's new Falcon Sprint convertible.

57 YEARS LATER...



The picture on left is the re-creation. It shows me standing in front of the same house and in the same driveway in September 2020. I'm a little taller and a little older—age 66 years old. The difference is the actual car. This one is Dan Barnhouse's 1963 Sprint Falcon convertible. On the right, I'm giving a big thumbs up after recovering from COVID-19.

I joined the Falcon Club of America in 1988. As you can see, I've been a fan of Falcons since I was nine years old.

Recently I got out of the hospital after 44 days there with the COVID-19 virus. One of my dreams was to do a Falcon re-enactment photo shoot. The first picture included my parent's 1963 Falcon Sprint convertible which was no longer available. Dan Barnhouse and I had talked about doing it with his 1963 Sprint convertible a couple of times, so it seemed like a good time to do it. I called Danny, we talked about it and he said "let's make it happen."

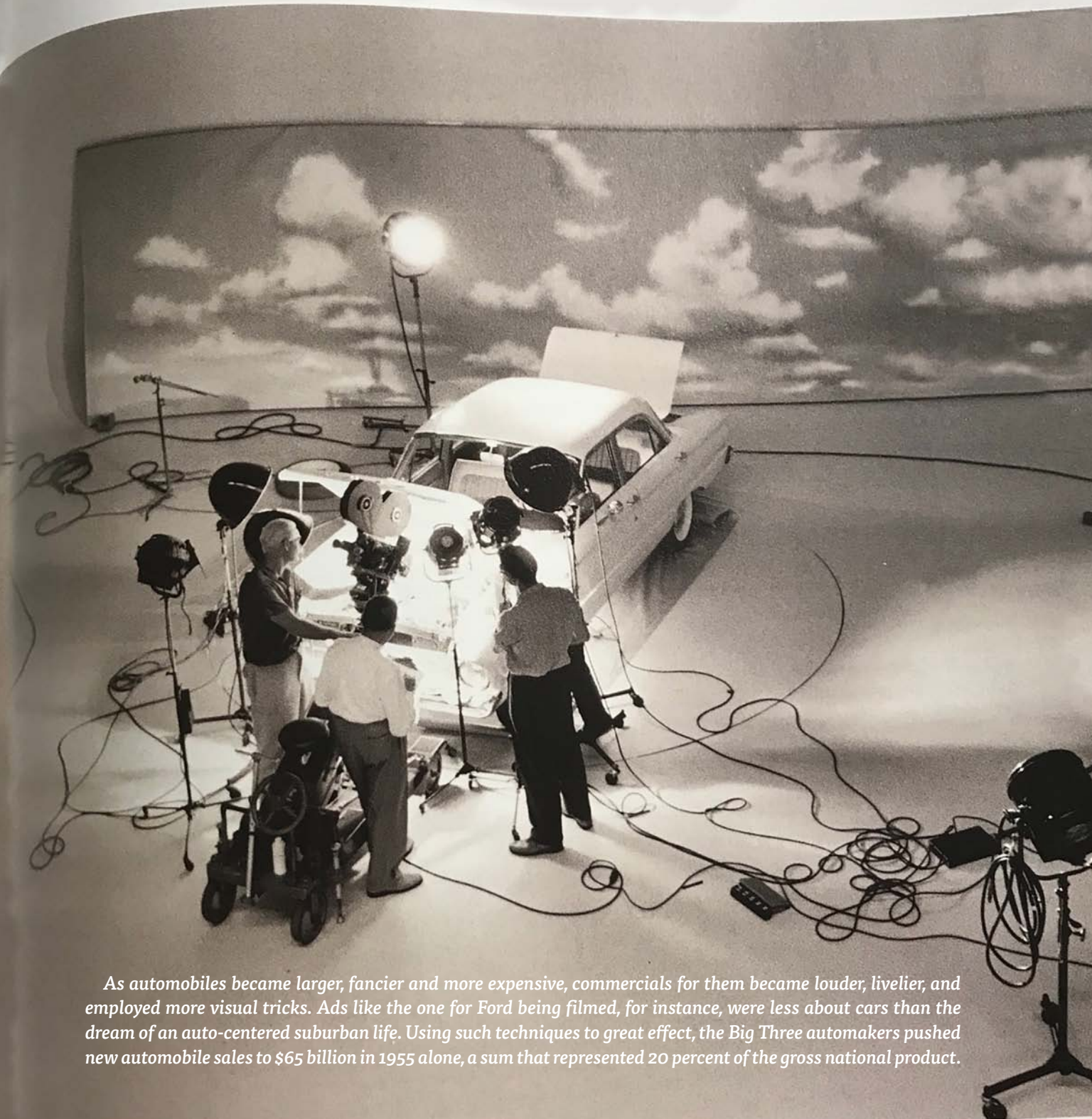
I went to my old house and told the current owners what we wanted to do; they agreed that we could do it. Danny drove four hours down to Louisville with his Falcon to set up the photos. This is such a fine example of the many great Falcon Club of America members that we have.

I also want to thank everyone for all their prayers during my hospitalization and recovery.

—Dale Daugherty (FCA #4068)
Louisville, Kentucky



David Barber (FCA # 15608) of Trussville, Alabama sent us this page from a book he was reading about the last century. It highlights a shift in advertising in the 1960s. What's even more interesting is the subject matter—a Falcon!



As automobiles became larger, fancier and more expensive, commercials for them became louder, livelier, and employed more visual tricks. Ads like the one for Ford being filmed, for instance, were less about cars than the dream of an auto-centered suburban life. Using such techniques to great effect, the Big Three automakers pushed new automobile sales to \$65 billion in 1955 alone, a sum that represented 20 percent of the gross national product.

OVER AND OVER AGAIN...

Since my 1961 Ranchero is my daily driver, this isn't necessarily a "During the Pandemic" story, but I thought I'd share it. Shortly after getting the car running in 2015, I took it out on the highway and ran it up to about 75 mph. The rear shaft on the transmission broke in half. The driveshaft stayed connected and I was able to limp off the highway and into a parking lot. Besides the rear shaft housing, it destroyed the driveshaft yoke on the transmission end. I replaced the transmission with a used unit, and I replaced the yoke with a new one from Falconparts.com. It appeared to me that the driveshaft was too short and not engaging the transmission output shaft correctly. So I had a local machine shop fabricate a new driveshaft. They cut the ends off of mine and welded them to a longer tube.

The car ran great for a couple of years, including a trip to the Winter Park Falcon Nationals in July 2019. Then in September of 2019, upon arriving in Townsend, Tennessee for the Falcon Regional, I again developed a vibration that destroyed the transmission tailshaft bushing and seal. We ended up trailering the car home to Missouri. Again the yoke was destroyed so I ordered another from Falconparts.com. This time I took the driveshaft to a repair facility in Independence, Missouri and they recommended a re-tubing. They actually ended up making three new driveshafts before they were able to get one to balance out properly. I tried each one in the car and had vibration each time. Luckily, they were great to work with and only charged me for one driveshaft. Each time they made a new shaft, they cut and welded my old shaft ends on to the new tube. The car ran great from October to March, when I again developed a vibration and once again shelled the tailshaft bushing, seal and



driveshaft yoke. I took the driveshaft back to the shop in Independence and they made me a new one under warranty. Again, my old ends welded to a new tube.

The car ran great from March to July when it repeated the same problem. I have a good friend, Kit Lindsay, that owns Lindsay Transmission here in Warrensburg, Missouri. I was working on the car in his shop, and he suggested taking the driveshaft to a new shop that he has been using—Gears Unlimited in Independence. Upon inspection, they found that my driveshaft end that holds the transmission yoke was wallowed out of round. That was allowing the clips to come off of the u-joint and then allowing the u-joint caps to back off and creating the vibration. They ended up purchasing the tooling to make me a new driveshaft end. While they said they will never get their money back out of buying the tooling, they do whatever is needed to please the customer. They even went so far as to make it bigger and beefier with a bigger u-joint, hopefully to prevent it from happening again. The first shop had never checked the ends, they had simply cut them off and reused them. Over and over again...

Of course, time will tell if that fixes my problem or not, but I believe that it has. Just one of those freakish things that our 60-plus-year old classics can throw at us. Hopefully, we can get back out on the show fields next year. At least my Ranchero, my wife, and I are ready to drive there!

—Eddie Chitwood (FCA #127360)
Warrensburg, Missouri

ALLSTATE'S 5 MILLIONTH POLICYHOLDER

He bought two different policies... saved on both!

New York electrical research engineer forlta that top protection and savings are combined in Allstate insurance

Mr. Raymond E. Miller of Yorktown Heights, N.Y., needed insurance—good insurance—for his home and car. Several friends recommended Allstate. But Mr. Miller is a man who is concerned with facts. So he consulted an Allstate Agent, got straight answers to his questions, and was sold on the modern, efficient ways Allstate does business.

Result:

He became Allstate's 5 millionth policyholder. These are some of the facts that impressed Mr. Miller:

Low rates: Allstate was founded by Sears with the idea that top-quality insurance could be sold for less if people could buy it directly from the company. This way selling costs are kept low. Savings are passed on to you, in the form of low rates. (In Texas, standard auto rates must be charged.)

Red tape cut: Allstate quit handling claims from home office a long time ago. The job was turned over to full-time claims people strategically located throughout the U. S. and Canada. These men have the authority to settle most claims "on the spot". This way, Allstate is able to cut red tape and the high cost of long-distance phone calls and reams of correspondence. Here again savings are passed on to you through low rates.

Horse-and-buggy methods are gone: Allstate cuts other expenses by doing



MR. MILLER'S first interest was good protection. Allstate gave him savings, too. He saved folding money on insurance for his home by combining 4 basic coverages into one Allstate Homeowners* Policy. He saved an extra 10% off Allstate's already low rates on insurance for his Ford Falcon, thanks to Allstate's new Compact Car Discount*.

business the same big-volume, low-overhead, quality-for-less way that made Sears famous. Modern electronic machines speed bookkeeping. Costly paper work is held to a minimum. Even the way Allstate pays claims (fast and fair) is modern and efficient.

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Brian Michaelis'



As a 17 year old kid I felt the need to have a second car. The 1967 Mustang I currently had I was turning into a race car so I needed something more “practical” and bigger. I have always loved and still to this day love a 1963 Fairlane hard-top, so that’s what I was looking for on that sunny California day in 1997. But the newspaper classifieds never had any ‘63 Fairlanes; but, there was a 1964 Falcon.

What was a Falcon? I didn’t even know. I don’t think I’d ever seen one, and if I did, I didn’t know what it was. I begged my dad to take me to look at it. We met this older man at his house and he walked us out back. Then I saw the Falcon; it was 100% original and

complete. The tires were halfway buried in dirt and were flat. It had been sitting a very long time. My dad at first glance said, “Don’t buy that car!” I overlooked the dents, twisted bumpers and torn interior as I offered the man \$900, the exact amount I happen to have in my pocket.

The deal was done. The ride home was quiet but when I got home I couldn’t wait to see the Falcon come home on the tow truck. After it was sitting on the street in front of my parents house my dad said, “That thing better be behind the gate before dark!” I’ve always been the type to do things on my own so I rigged up a come-a-long to pull the car a couple feet at a time before I had to readjust

the chain and go at it again. I wasn’t smart enough to try and air the tires. I just knew it needed to be in the backyard! I got it back there by myself but it was after dark.

The seller did tell me as he laid on the sales pitch that, “I bet some fresh gas and new spark plugs and it would fire right up.” First thing I did was pour gas in the tank, but as I did I heard it hit the ground. I looked down to see gas all over my shoes. After a quick look underneath, I saw a huge hole the size of a softball. “Hey dad, can we go to the junkyard for a gas tank?” And we did.

The first turn of the key resulted in the starter turning but the 200ci-six didn’t turn. So I pulled the

1964 Falcon



transmission to change the broken flex plate. Well, it definitely took more than gas and plugs; it also had no compression. After a complete engine rebuild I had it running great. I still only had one of the two gears on the Fordomatic transmission, but at least I could drive it to work until I could afford a transmission rebuild.

Over the next few years I would sand down a fender or a door to bare metal and primer it. I just had to have it back together to drive to work the next day. Every panel had dents. The original owner said every one of his daughters had driven the car to school. I also upholstered the seats myself and put in new carpet. It looked great with its bumpers re-chromed.

In 2002 I moved from California to Nebraska and the Falcon was on a tow dolly. Unfortunately I didn't think to pull the driveshaft. Halfway to Nebraska the Falcon was smoking, the transmission fluid was boiling out of the dipstick tube. I pulled the driveshaft and kept on going. When I arrived I test drove the Falcon and realized I had killed my new transmission.

It was then parked in the garage while I decided what I wanted to do with it. My initial plan was to rebuild the transmission again. It took about five years for me to finally decide to do a V-8 conversion. I had a 302 and AOD that was going to go in a Foxbody Mustang I once had and sold. The reason for the V-8 swap was mainly

because I had no idea where I was going to find parts for the two-speed automatic. From 2002 to 2016 all I really got accomplished was installing the eight-inch rear end and the V-8 front suspension and steering. My garage was a mess and the Falcon was buried in junk. I told my wife we either sell the car or pay someone to finish it, because we were never going to get it done on our own. Off to a shop it went.

I had the same issues most people have with budgets getting blown and timeframes extended, but eventually I found the right people for the job. Tom Scott in Elk City, Nebraska did the paint and body work; it even went

Continued on page 14

Brian Michaelis' 1964 Falcon

Continued from page 13



on the rotisserie. The color is very close to the original Vintage Burgundy but with a bit more Pearl. He also took my dream of chopping and tucking the bumpers and made it into reality, also shaving the bumper bolts. Kenny Lamb had the job of adding vintage air. At first look at the car, he asked if I was going to rewire it. I said "No, I wasn't planning on it." The original wiring wasn't up to the task of all my ideas and so the American auto wire kit was installed. The aluminum head 347 motor was also finished while Kenny had the car, so he dropped it in which I'm very grateful for. The guy is very meticulous, just like me.

Barry Smithberg in Fort Calhoun, Nebraska installed the custom color upholstery from Distinctive Industries. The color was as close to original as I could find. He also made a custom panel in the trunk to hide the speaker box.

I did a few things on the car myself but I can't take credit for most of it. I can build cars but I just got in a rut on this one. It's been a dream of mine since I bought the car to have it looking like this. It only took 23 years!

—Brian Michaelis (FCA #16384)
Omaha, Nebraska

THE DETAILS

Engine built by
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347 ci Ford roller block
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with H beam rods
Main girdle
Custom grind Howard
roller cam
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Heated seats
Original Falcon radio converted
to have Bluetooth, AM/FM,
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Hidden 6 x 9s in package tray
Kick panel speakers
Two 10" subs in custom box
Five-channel amplifier
Custom FUTURA tach

BE KIND

be thoughtful

BE GENUINE

and most of all

BE THANKFUL!



“Nobody will ever deprive the American people of the right to vote except the American people themselves and the only way they could do this is by not voting.”

—Franklin D. Roosevelt

'69 FALCON:

The small car with big-car ride and comfort

BY MELVIN BECK

FORD TIMES—FEBRUARY 1969



Top of the 1969 Falcon line is the sporty Futura Sports Coupe.

FOR 1969 FALCON has combined a big car ride and comfort with one of the lowest price tags on any car, plus the famous Falcon operating economy.

Seven models are in the line-up—four in the Falcon Futura series, and three in the base Falcon series.

Star of the Falcon compact car team is the sporty Futura two-door Sports Coupe with cockpit-styled bucket seats, deluxe all-vinyl trim, and deep loop-pile carpeting. Other well-appointed models in the Futura series are the two-door Club Coupe, the four-door sedan, and the station wagon.

The economy champs are the base Falcon Club Coupe, four-door sedan, and wagon, each with attractive all-vinyl interiors standard.

All of these cars have a strong body construction with big-car suspension and generous sound-proofing that provides a soft, comfortable ride not expected from a car of compact size.

The front suspension incorporates a curved drag strut design with soft

rubber mounting bushings which smooths out the ride by allowing greater rearward “give” when the wheels strike road irregularities.

The longitudinal leaf rear spring suspension is mounted near the axle ends for solid and stable support. The springs are mounted to the axles just forward of their centers to help maintain good body attitude during braking and acceleration.

Standard engine for the Futura is the peppy 200 cubic-inch seven-main-bearing Six rated at 115 hp.

The Falcon series’ Club Coupe and four-door sedan have the economical 170 cubic-inch Six of 100 hp as standard power, and the Falcon wagon has the spirited 200 cubic-inch engine as standard.

If you want a hood full of extra power, there’s a 302 cubic-inch 220 hp V-8 that’s optional for all models. All of the Falcon engines run on regular gas.

A smooth-shifting three-speed manual transmission synchronized in all forward speeds is standard, and the popular SelectShift Cruise-O-Matic

transmission that permits either manual or full automatic operation is optional on all models. The Cruise-O-Matic shift quadrant is lighted for easy nighttime readability.

Falcon Futura and Falcon station wagons have a generous 85.2 cubic feet of load space, and the sensational Magic Doorgate rear closure that opens as a door or as a tailgate is optional.

Other useful wagon options are the power tailgate window which can be electrically raised and lowered by a toggle switch on the instrument panel or by key from the outside, and a stylish, bright-finished roof rack.

Falcons for ‘69 are dressed up with newly designed wheelcovers, new front and rear side marker lights, and a new rocker panel molding and wheel lip trim for the Futura series. There are six new exterior colors available, bringing color choices to 15.

A well-designed instrument panel groups the instruments directly in front of the driver for convenient checking. Controls for the heater and optional air conditioning are lighted, and the ignition switch is illuminated when the parking lights are turned on. A newly designed steering wheel is standard on all models.

Futura models are upholstered in a top-grade new fabric, and have rich nylon wall-to-wall carpeting as standard equipment. The Falcon models have all-vinyl trim and color-keyed floor mats.

Comfort, convenience, and entertainment options are offered to make Falcon an even better-handling and more “livable” car. Some of these better ideas are:



The roomy Falcon Futura four-door sedan has a big-car ride.

Continued on page 18

'69 FALCON

Continued from page 17

- **Visibility Group**—This is offered on all models and includes lights for instrument panel ashtray, glove box, trunk (cargo area of wagons), map reading, rear door courtesy illumination, and remote controlled outside mirror.

- **Selectaire**—an all-season heating and air conditioning unit with controls styled into the instrument panel. It keeps the interior pleasant in all seasons.

- **Power front disc brakes**—for models equipped with the V-8 engine. These have very high fade resistance under severe conditions.

- **AM Pushbutton Radio**—with full-transistor design that gives high reliability. Five pushbuttons are easily set to desired stations.

- **Vinyl Roof (for two-door models)**—this stylish option gives the car a very dressy appearance.

- **Tinted Glass**—for more comfortable vision in strong sunlight.



Futura wagon has 85.2 cubic feet of load space. Magic Doorgate is optional.



Optional vinyl roof



Sports Coupe's standard bucket seats

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1962 Falcon Sedan Delivery project, RARE. Later model 200, "big" 3.03 three-speed w/floor shift, LR quarter damage, price includes two full L/R quarter panels \$2,995. **1963 Falcon four-door Deluxe, project;** 170 three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. 1964 Comet 202 four-door wagon project, 170 three-speed, neat options including interior light group, remote control driver's mirror, plus the "M" gas cap. \$3,495. 1951 Ford two-door Sedan, Flathead V-8, overdrive, rewired, lots of recent work, runs/drives good, needs paint/body work, some mechanical attention needed \$5,995 OBO. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 201120



1963 Falcon Futura, body 63C, factory V-8, four-speed, vinyl roof, very solid, California car that needs total restoration, \$2,500. For more information, call Dan at 906-439-5380. MI. 201120



1965 Falcon Ranchero w/Comet front clip, \$9,000. Beige 1964 Caliente hardtop (no engine, no transmission), was 289, four-speed car. Has bucket seats and console \$3,100. White 1964 Cyclone

hardtop (no engine, no transmission) was 289, four-speed car. Has bucket seats and console \$3,700. I have steering column and pedal to convert to automatic for both cars if you wish. 1964 gold wagon Villager "woody" (no engine, no transmission) was 289 automatic car. \$2,600. 1965 Caliente hardtop (no engine, no transmission) was six-cylinder, \$800. I have parts cars to make sure these cars are complete. Call, text, email Carlos Vera, 720-281-0940, calicometcarlos@yahoo.com. CO. 201020

1965 Falcon Convertible Futura, 289 ci, AT, power top and steering, Ivy Green with White top, \$15,000. James 717-369-4369. PA. 2010996



1965 Falcon Station Wagon, semi-black with red side stripes and red hood louvres. Door panels are black with red centers. Has gauges oil pressure, water temperature, volts, vacuum, tachometer, and air fuel ratio gauge. Engine is a 289 all rebuilt, new extreme energy cam, Edelbrock heads, Holley avenger carb. Full roller valve train, Sanderson headers, I-wire alternator, electric fan, disc front brakes with booster, stops great. 9" rear and 31 spline axles. New carpets and mats. I have extra parts that can go with car, \$15,000 OBO. I am 84 and selling for health reasons. Call Leon at 503-429-7105. OR. 201098

Helping friend's wife sell **four 1966-67 project cars,** six-cylinder automatics. One back half 1966 w/o drivetrain. Extra bucket seats, bumpers, V-8 engines w/auto. Cars, \$500, back half, \$300, bucket seats, \$500, V-8 engine w/auto, \$500 combo. Cars in McKenney, Virginia. Contact Bill Poole, billandkaren@mindspring.com, 804-677-6397. VA. 201010

1969 Ford Falcon Station Wagon, Southern wagon, overall in good condition. One owner family, garage kept, V-8 302, two-BBL, automatic, PS, PB, A/C currently not operational. New front shocks, coil springs, RR shocks and leaf springs.

Original genuine Ford Falcon manuals included. \$8,500. Carol Ague, 256-337-4028. 201010



1970 1/2 Falcon. Prof. built 429 ci stroked to 501 ci prof. built C6. Edel. 7566 Manifold, 60675 heads, Comp Cam 34-000-9 roller, FPA headers, MSD Atomic EFI. PS, Front disc, fabricated 26 gal. fuel tank, 31 spline Strange axles, N case 3.50:1 Detroit Locker, Lokar floor shifter. Original paint, some dents, scratches and surface rust. 15" wheels, new tires 225/60x15 frt, 275/60x15 rear. USB audio, plus some misc new parts. May-June 2016 Fairlaner. \$22,500 OBO, jwreese@tranquility.net, 573-864-3153. MO. 201219

PARTS FOR SALE

1964 and '65 trunk locks w/key(s), excellent to driver chrome, two keyed for your glove box lock as well, \$95-\$150 each, ready to install; Good used door locks, all metal w/new keys '60-63 sedans/Ranchero/wagons, \$60 a pair, \$80 w/ignition tumbler, three locks, \$110 w/ glove box lock + bezel, total four-lock set; '60-61 Comet 13" full wheel covers, two sets, one very nice, one needs some work, \$40-\$80 per set of four; two to three sets of Deluxe/Squire full wheelcovers, from good driver quality to NOS: \$40-\$200 per set of four depending on condition; '63 Futura 13" hubcaps, amateur re-paint, but nice color and good driver quality, \$75, set of four; five-bolt 13" wheels, \$75 each, set of five for \$325; 13" four-lug wheels, \$25 each, or \$120 for a set of five. 14" four-bolt wheels, \$70 each, or set of five for \$300. 13" wire spinner hubcaps #1 excellent four driver condition, \$110-\$550 per set. Six-cylinder dipsticks, \$20 each; 1963 Sprint /Futura side trim: a full set, two arrows, two door strips, 2 1/4 panel strips, Very Good driver quality, \$795, six pieces; single/pairs of '63 Futura door trim and quarter panel trim, excellent shape, \$100-\$150; 1963 qtr. panel "falcon" script, NOS and reproduction: \$30-\$75 each; '64-65

Ranchero single side trim set minus the gas cap: \$595; w/ NOS gas cap + new handle, \$795. Dagenham four-speed complete, bellhousing to yoke, w/shifter, nice handle and floor hump, out of a driver Falcon, works good, very complete, \$850; pedals, hardware, linkage available for a complete change-over as well; 1966 Ranchero parts: three sets of doors, '66 Ranchero ONLY, \$150-\$400 each; '66 fenders, tailgates, \$100-\$400 each, bed trim w/snaps and without, \$395-\$495 per set complete. '66 Ranchero front/rear bumper cores, \$120 each, also front/rear bumper brackets \$100 per set. 1966-70 clutch/brake pedal sets, complete, \$200. '66 Ranchero miscellaneous interior trim and badges, \$5-\$50. Old Fashioned Horsepower: one pair 302 V-8 C8OE heads, \$200, one pair 351 C9OE V-8 heads, \$350. Six-cylinder exhaust manifolds, good used, correct numbers: CoDE, C1DE, C2 DE, C3DE, \$95 each. 1960-61 grilles, driver quality to NOS, \$150-\$400. Re-manufactured generators for 260 V-8, still in their boxes, \$195 each. Good used six-cylinder generators, tested, \$85 each. 1904 model Holley carburetors, correct for 1960-61 144/170 sixes; clean cores for rebuild, \$95 each; 12R model Holley carbs correct for 1962 Falcon 144/170 sixes, rebuildable, \$95 each; Heater boxes, no cracks, \$100. Heater motors, good used, \$50 each, tested and working. Blank shift collars to covert a stick shift to floor shift \$85 each. 1963 four-speed steering column cover, \$200; Good used 2.77 three-speed transmission, \$200; (two) 3.03 narrow pattern three-speeds, \$175 each. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 201120

Various years Falcon sheet metal available, inquire, 1963 and 1969 Falcon headlight bezels, \$65 each; '69ish grille, \$40; various Falcon taillight housings, \$25 each; 1961 F250 "roadster" non-op parts truck, \$1,100; 1965 F100 alum grille, \$20; two-bbl Motorcraft carb, \$20; four-bbl Holley 7002-1 spreadbore carb, \$40. Jerry, TEXT 530-720-1590 or jhoyt@chicousd.org. Chico CA. 201120

Set of 1964-65 convertible top boot surround moldings re-chromed and ready to install, \$225. Interior chrome vertical windshield mouldings '63/'64/'65 left and right good condition, \$75 pair. Re-chromed Interior convertible windshield header moulding with convertible top receivers re-chromed with center visor receiver (not re-chromed but nice), \$125 for the set. Re-chromed left visor arm and bracket, \$35. Contact Tony Doyon, tony.r.doyon@gmail.com. ME. 201102

1960-65 Falcon parts including hoods, fenders, taillights, chrome, door hinges, window cranks, very nice 1965 Mercury Caliente grille, 1965 Mercury Comet tailgate with chrome and many more items. Bob, 806-683-3550. TX. 201113

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly \$300 pair. 1965 NOS headlight assembly \$300 pair. 1964 NOS Falcon backup lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 backup lamp kit, part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. 1963-65 Falcon Sprint, Shelby Cobra California air cleaner with PVC tube on the top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/Comet T-10 four-speed, \$695. 1963-64 Falcon/Comet five-bolt bell housing, \$150. 1965 Falcon/Comet six-bolt bell housing, \$150. 1965-66 Mustang T-10 tail shaft, \$125. New 1965 Falcon/Comet six-cyl. brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963-65 Falcon/Comet top loader shifter box w/ linkage, \$450. 1963-65 Falcon/Comet four-speed tunnel, black powder coated w/ top plate, \$399. 1964-65 Falcon console, used, \$599. 1964-65 Falcon console, reproduction body w/reproduction top, used trim, \$699. 1963-64 generator bracket, \$100. 1965 NOS Falcon Ranchero/Wagon gas cap, \$129. 1963-65 Falcon/Comet six-cyl. valve cover, black wrinkle powder Coated, \$125. 1963-65 Falcon/Comet air cleaner, black wrinkle powder coated, \$55. 1962-63 Falcon/Comet stainless steel dash trim, \$125. 1964-65

Falcon/Comet stainless steel dash trim, \$125. 1964-65 Falcon/Comet AAC new gold carpet, front and rear, \$120. 1963 Falcon front fender spears, reproduction, perfect, \$550. 1963 Falcon spears, driver condition, \$100. 1963-64 Comet/Falcon Sprint 13" wheel & tire, \$100. More Shelby Items, More NOS, used and Scott Drake & Dennis Carpenter Reproduction parts available, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 201020

1961 Speedy fender emblem, #C1DB16229B; 1962 Fender ornament, #C2OB16A104-A; 1960-63 radio, \$45; 1960-63 Comet hubcaps, \$60 for set. 1963-65 V-8 air cleaner, \$45. 260-289 carb spacer, \$20. Exhaust manifold, #C3DE9431A, \$40. 1967-69 hubcaps, \$60 for set. 1966 V-8 power steering pump, \$65. 260-289-302 crank cores, all standard, \$35. Roger Kosecki, 989-753-2686. MI. 201199

1961 Falcon two-door wagon: Side window regulators, \$70 ea. Tailgate regulator, \$85. Tailgate glass, \$30. Drivers door regulator, \$60. Back seat, \$45. Partial interior trim, \$40. Six headliner bows, \$20 all. Grille, \$90. Headlight bezels, \$65 ea. Glovebox door, \$25. Dash SS strip, \$40. Jerry, TEXT 530-720-1590, Chico, CA. 200914

1964 Falcon convertible parts. All were boxed and stored inside for past 28 years. Everything very good to excellent. Hood, \$300. Trunk lid, \$300. R/L Doors w/glass \$350. Complete blue interior; call with your needs. Bucket seats, one needs work, \$700. Rear Seat \$300. Instrument cluster and dash plastic pcs, \$150. Chevrons, \$200 pair. Heater controls w/cables, \$50. Taillight assembly, \$75. Gas tank, \$100. Set 14" wheel covers, \$100. Prices OBO plus shipping. Many more items call or text Jim, 865-406-5055 or glwthompson@bellsouth.net. TN. 201014

1967 Falcon parts. Hood edge trim, \$125. Gas tank, \$125. Gas sending unit, \$40. Rear window, \$100. Deck lid, \$100. Set of four 10" hub caps; set of four 14" hub caps; cream colored sun visors, rear view mirror. Make offer on any of that. Located near Detroit. Call, text or email for pictures and info, 248-613-9951. salexan8@outlook.com. 200914

continued on page 22

CLASSIFIED

continued from page 21

1965 289 heads cast #C5AE, dates 5B9, \$250; crankshaft, \$150; rods cast #C3AE, set of eight, \$100; valve covers, \$60. 1967 289 Hi Po heads, date on both heads 7H23, \$2,500. 1967 289 Hi Po block: date 7C20, \$2,500. 1967 289 distributor cast #C7OF-12127-B, date 7F30 \$75. 1967 289 exhaust manifolds, \$150. 347 stroker kit, \$1,200. 351 Man O'War block; part #087180; new never machined, \$2,000. 1968 Ranchero "Y" code running 390 engine and column shift C6 transmission with A/C, P/S, P/DB, exhaust, dash and cowl assembly. The Ranchero was cut off just behind the A pillar / door post. The C6 transmission mount is included. I do have the title, VIN #8K48Y215129, \$3,500. 1970 351 Cleveland 4V closed chamber heads: cast # DoAE, \$800. 1973 351C 4BL open chamber heads, cast #D3ZE; fresh \$800. 351C four-bbl exhaust manifolds one pair, \$450. Lots more 351 Cleveland parts! 390 tri-power set up, \$2,250. 1969 428 CJ motor, \$8,500. 1966 428 short block with CJ rods cast #C7AE-B, \$2,800. 1967 GT 390 motor, \$3,500. 1971 429 CJ four-bolt main long block \$6,500. C4 B & M "breakaway" torque converter, \$300. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. 1968-70 428 CJ parts/ 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 201105

Used Sprint air cleaner, original, needs rechroming, \$135. Falcon V-8 exhaust manifolds, \$175 pair. NOS parking lamp body assy., CoDF-13206-B, fits either side, \$115. Narrow pattern top loader four-speed front case, tag reads HEH-G, fits 260-289, \$200. Dagenham four-speed six-cylinder tranny, shifter, and bellhousing, missing one shift rod, \$400. NOS 260 emblem C4DZ-16228-C, \$65. NOS speedometer assembly C9DZ-17255-C, \$150. NOS parking brake cable, C4DZ-2A635-D in Ford box, fits 1965-65 convertible V-8, \$125. NOS 1967 Falcon speedometer cable, C7DZ-17260-A in Ford box, fits 1966-67 Falcon four-speed V-8, 73" long, \$85. Faria 8000 rpm tach, very nice, \$475. All prices plus shipping. John Simone, 413-336-5307, Easthampton, MA 01027 201199

1964 Falcon Sprint Convertible parts: Windshield trim, clean some pitting here and there, \$50. Side trim was on car when blasted, might be able to be buffed out,

\$200. Radio is untested, good for a core, \$25. Grille, decent driver quality, some dents and one broken tab, \$100. Interior arm rests/door pulls, \$50 for the pair. Complete unmolested steel dash, windshield frame and wiper cowl; currently all together, but can cut up depending on needs, \$150. Complete convertible top mounting brackets, still attached to floor and wheel tubs. Complete section with partial frame rails, \$150. Windshield, removed from frame, with wiper scratches, \$50. Fenders blasted clean with patches, \$50. Doors blasted, some patching started, \$50. Complete door with vent window and door glass. Convertible or Hard Top only, \$50. Trunk, dented with filler mostly removed, \$50. Shock towers clean, \$50 ea. Door hinges, \$20 ea. Convertible top Mechanism mounting brackets, \$100 pair. Hood hinges, \$50. All prices are OBO. Please email for more details or photo requests. Located in the Chicagoland Area. Can meet or deliver parts for gas and mileage. If interested in any or all parts make an offer. Most parts are on Chicago Craigslist as well for photos. Owen Bassett, futura65@comcast.net. 201004

Parting '60-'65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. SPECIAL: Dismantling '63 Falcon convertible--no engine, transmission, or rear end. V-8 car, minimal rust, all or part. Clear title. Call Steve, 360-430-0143. WA. 201118

PARTS WANTED

Koni road-racing shocks for 1963-64-65 Falcon V-8 application. I have four fronts and two rears, either brand new or rebuilt to new by Koni and placed on the shelf, still in the box. These are adjustable and will make your Falcon handle great. No longer available from Koni. Sold in pairs. \$100 per shock. Mike Durhan, mddurhan17@gmail.com. AL. 201120

Original A/C parts for my 1963 Squire. I already have the under dash unit but I am looking for the compressor, compressor mounting bracket, compressor brace, compressor support, and particularly the lower generator bracket with the idler pulley. Email or text John with whatever you have. jlissandrello@msn.com or 408-628-7397. CA. 201004

Falcon 289 HiPo Exhaust Manifolds, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 201020

Wanted: Falcon club event shirts from the Nationals and Regionals. Darin Wood, darinwood@triad.rr.com. 201005

289 Hi Po San Jose built four-speed radiator, Top tank is stamped: C4ZE W-MO G2 2-65. 3939-5 fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB/C8OF-AA; also DoOF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis, MO 63128-1416. 314-480-2556 or kslitteken@aol.com. 201105

TO PLACE A CLASSIFIED AD

- Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads will be edited as needed.

Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 20th of the month, two months before publication month. For example, October 20 is the deadline for the December issue.

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. August 20 is the deadline for the October issue.

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JULY 7-10, 2021 • IRVING, TEXAS

The Heart of Texas Chapter of The Falcon Club of America is pleased to announce the 2021 Falcon Nationals will be held July 7th through the 10th, 2021 at the Sheraton Dallas/Fort Worth Airport in Irving, Texas.

A special room rate of \$119 per night has been negotiated with the hotel. The rate includes two full buffet breakfasts per room. The awards banquet will be a plated chicken or veggie dinner held at the hotel. Tickets to the awards banquet will be \$35 each.

The Heart of Texas Chapter is planning a full schedule of activities including a Ladies Tea. Ladies Tea tickets will be \$25.

The Ladies Tea theme for 2021 is "Best Little **House in Texas". Bring your imagination and join us for a Texas Style tea party where pretty much anything goes. Choose your favorite colors for your hat and meander on over to the party. We are fixin' to have a real good time. Seating is limited to a total of 60 people, so register early. See y'all there! Other show activities are still in the planning stage, so please check the 2021 Falcon Nationals website www.falconclub.com/nationalmeet for more information, which will be posted when it becomes available.

The hotel is now accepting reservations. Please see the link on the 2021 National website.